

The

GLIDER EXPRESS



PCR-CA-334

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Public Affairs Officer

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C/A1C Matthew Herbert,
Cadet Public Affairs Officer

The Glider Express is a unit publication, created for the members and supporters of the John J. Montgomery Memorial Cadet Squadron. It is published privately and is in no way connected to the Department of the Air Force or the Civil Air Patrol Corporation. Opinions expressed by the writers are their own and are not to be considered official expressions of the Civil Air Patrol.

ARTICLES! If you have an interesting "tidbit" to share, e-mail it to Squadron 36 at:

jsena@mindspring.com

or type your notes and send them to:

The Glider Express
2975 Silverland Dr
San Jose CA 95135-2023

COLOR GUARD REBIRTH

SM Jacoba Sena
Public Affairs Officer

Squadron 36 is reactivating its Color Guard. For many years this squadron had a very active and very proficient color guard, but in recent months it has not been active. It is now time to revive this tradition and to show other units that Squadron 36 can field a top-notch color guard.

Color guard provides a cadet with the opportunity to learn new skills and show expertise in drill. Being a color guard member is more than just learning new drill steps and performing them in parades and competitions. Color guard is a way to push your own boundaries, discover new capabilities and build deeper levels of self-confidence.

Color guard competition is more than just drill, it also includes demonstrating CAP knowledge, a one-mile run, and a volleyball competition. Each component is used to determine the winner.

Competition is a major element of being in the color guard. Competitions are held at Group, Wing, and National levels, but competition against others is not the only goal. Each competition involves two challenges. The first challenge comes as you are judged against a set of standards. The second challenge is internal. This challenge forces you to judge yourself against your own efforts and against the last level of achievement you reached.

If you are interested in being part of the Squadron 36 Color Guard, contact the Leadership Officer Maj. Jo Montgomery at 408 363-8895 or johanna.j.montgomery@lmco.com.

CADET EARNS ACADEMY APPOINTMENT

SM Jacoba Sena
Public Affairs Officer

Attending a service academy is often a dream of many CAP cadets. That dream has come true for one of Squadron 36's own. C/Amn Reese Williams received word in January that he had earned an appointment to the Air Force Academy. C/Amn Williams will be leaving June 29th in preparation for the 2006-2007 school year.

C/Amn Williams joins a select group of cadets from Squadron 36 who have earned appointments to the Air Force Academy. The most recent appointees were Kim Campbell (Reed), Raymond Aguilar and Gregory Magram.

CONGRATULATIONS CADET WILLIAMS.

SQUADRON 36 IS PROUD OF YOU AND YOUR ACCOMPLISHMENT!

**JOHN J. MONTGOMERY
MEMORIAL
CADET SQUADRON 36**

2490 Cunningham Avenue
San Jose CA 95148-1003
(408) 258-2720

Meetings every Tuesday
7:00 p.m. – 9:30 p.m.

On the Web:
<http://sq36.cawg.cap.gov>



Organization

Commander

Maj Mike "Monty" Montgomery

Deputy Commander

Capt Michael A. Hodges

Administration & Personnel

2d Lt Joanna M. Lee

Aerospace Education Officer

1st Lt J. Kenneth Palmer

Moral Leadership Officer

Chaplain (Capt) David J. Prado II

Finance Officer

1st Lt J. Kenneth Palmer

Leadership Officer

Maj Johanna J. Montgomery

Assistant Leadership Officer

2d Lt Joanna Lee

Logistics Officer

Lt Col James H. Sena

Professional Development Officer

Lt Col James H. Sena

Public Affairs Officer

SM Jacoba Sena

Safety Officer

Capt Michael A. Hodges

Testing Officer

1st Lt Jan E. Orvick

Cadet Commander

C/CMSgt Aaron K. Guerrero

WHY I JOINED CAP

C/A1C Matthew Herbert
Cadet Public Affairs Airman

There are many reasons why I joined CAP. One reason is because I love to fly. Since my family has a lot of former and active Air Force members, I thought this would be a good start! My uncle was in this squadron and had nothing but good things to say about the squadron! Another reason is because I was told if I wanted to go into the Air Force, the Civil Air Patrol would be a very good starting place. I also wanted to get the feel of what the real Armed Forces do. All I knew at that time was that they marched around and got yelled at a lot! Boy was I wrong!

After I joined, I had to drag my friend along. Yes, it's Cadet Solidarios! The first few weeks were agonizing but I got through them. Someone told me we would be able to shoot M-16s, so I then became very interested! I also wanted to wear the cool uniforms, not knowing that the BDUs were not the only uniform I was required to wear. People ask me what is one of the best things I have ever done in my life. Joining CAP definitely makes the list! 🇺🇸

WHY I JOINED CAP

By C/AB Eric Bergen

Ever since I was young, I have been fascinated by aeronautics. I have also dreamed of eventually making my way to the Air Force Academy. I heard about CAP after being disappointed when Space Camp was cancelled and Aviation Challenge moved to Alabama. My parents and I looked on the Internet to find a program that included aeronautics and three words caught my eye, "Civil Air Patrol". My parents had heard about CAP from a friend.

I came to a few meetings and really enjoyed them. I met Cadet Michael Campos who became my good friend and role model in Civil Air Patrol. I have also made many other friends in this cadet program. This is a really stimulating program that supports everyone participating in it. There are many things that CAP offers people who join, but members must promote past Airman Basic rank quickly, like Cadet Reese Williams, if they want to participate in these activities. I am looking forward to participating in Search and Rescue exercises and going to encampment next summer. I would recommend joining Civil Air Patrol to anyone who has an interest in aeronautics. 🇺🇸

CAP ITEMS NOW AVAILABLE FROM VANGUARD

Lt Col James Sena
Logistics Officer

As most of you know the CAP bookstore is no longer in operation. CAP uniforms and accessories can now be purchased online from Vanguard, the new CAP vendor for all CAP supplies. For those of you who may have visited the Vanguard site earlier, and were not able to find any CAP supplies, the site is now up and ready with a full catalog of CAP items. 🇺🇸

To access the Vanguard site for CAP supplies, use the following Internet address:

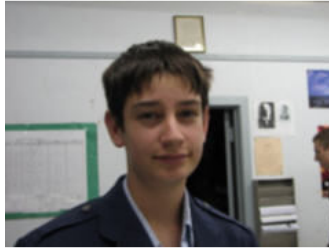
http://www.vanguardmil.com/store/store.php?cat_id=103

Welcome New Faces

Cadets:

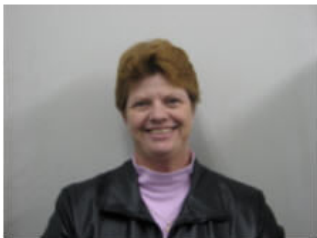
C/AB Seth Carson

Seth Carson is our newest cadet, joining Squadron 36 as a transfer cadet from Squadron 60. Seth is home-schooled. In his free time, he enjoys paintball and football. Seth is also a two time Junior Olympian in Tae Kwon Do. He has also qualified for National division/competition. Watch out when we have a pizza night... Seth's favorite food is PIZZA!



Senior Members:

SM Jacoba "Coby" Sena



Sq. 36 Public Affairs Officer.

After spending 15 years on the periphery of CAP through her relationship with Lt.Col. Jim Sena and both Maj. Mike Montgomery and Maj. Jo Montgomery, SM Sena decided it was high time she joined the rest of her family as a CAP member.

SM Sena is a Sr. Technical Writer at Amdocs, Ltd. and brings her many years of writing experience to her new role as Editor-in-Charge of the newsletter. She is also serving as the

SM Sena enjoys reading, quilting, and other needle crafts during her occasional free hours. She also keeps busy with household projects such as laying tile and remodeling bathrooms.

SM Stuart "Stu" Carson

SM Carson joined CAP with his son Seth, also a new member at Sq 36. Family ties abound in our squadron. What a way to enjoy time together.

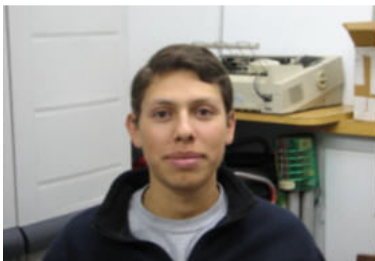
SM Carson has six children, ranging in age from 5-24. Helping to raise this crew is his wife Andrea.

SM Carson is a real estate and lending company broker/owner located in San Martin.

When not working, SM Carson enjoys trail riding on horseback (warm water!).



SM Mark Guerrero



SM Mark Guerrero also has a prior relationship with CAP. His younger brother Aaron is the current cadet commander.

SM Guerrero is a Mechanical Engineering major at San Jose State University with an anticipated graduation date of 2009.

When he isn't buried in his books, SM Guerrero enjoys flying and dirt bike riding, scuba diving, and skiing. A real outdoorsman.

Senior Members

TIRED OF HAVING TO RENEW YOUR CAP MEMBERSHIP EVERY YEAR?

You know the feeling... you look at the calendar and realize that your membership is about to expire or has expired and you haven't renewed yet. You ask yourself, "Boy, that year sure went fast. I can't believe it's time to renew again already!"

Well, now you have a new option. You can choose to renew for one, two or three years through the Online Renewals System or by calling Membership Services toll-free at (877) 227-9142. ☎

Mark Your Calendars

Sq 36 Banquet

February 28, 2006

Hillsdale Evangelical Free Church
545 Hillsdale Ave.
San Jose, CA 95136

<http://www.hillside.org/acq/location.php>

6:30pm reception

7:00pm dinner

9:30pm banquet ends

Service dress (or Corporate equivalent) or evening attire

The banquet will be a potluck dinner. We are suggesting that families with last names beginning with A thru S bring a main dish and those beginning with S thru Z bring salad dishes.

Parents, siblings, and friends are invited to attend.

SCHEDULE

NOTE: Unless otherwise indicated, all meetings and activities will begin and end at Squadron 36's regular meeting location.

NOTE: ITEMS IN RED FACTOR INTO CADETS' ATTENDANCE RECORDS.

NOTE: ITEMS IN BLUE ARE FOR SENIOR MEMBERS ONLY.

The "Who's Who" of the USAF and CAP are here, along with their biographies!

<http://sq36.cawg.cap.gov/keyfigures.html>

Squadron 36 congratulates the following members for accomplishments since our last newsletter!

C/CMSgt Aaron K. Guerrero
Armstrong Achievement Award

1st Lt J. Kenneth Palmer
Brig Gen Chuck Yeager Award

February 2006

February 4

Activity: SAREX @ Palo Alto Airport. Battle Dress Uniform. CAPID, 101 Card, and applicable SQTR required. POC for this event is Capt Keith J. Stason. **NOTE: CADET ATTENDANCE WILL BE RECORDED FOR THIS SQUADRON ACTIVITY, PER SQUADRON POLICY.**

February 2

SENIOR MEMBER STAFF MEETING: 7:00 p.m. - 8:30 p.m. Civilian clothes.

February 7

First half: CPFT, both flights. Second half: "Flight Time" for both flights. Service Uniform or CAP equivalent. (**NO CPFT IN UNIFORMS!**)

February 11-12

SENIOR MEMBER SLS/CLC Training: Beale AFB, CA. Contact Lt Col Jim Sena for details.

February 14

First half: "AE: Model Airplanes" for both flights. Second half: "ES" Class for both flights. Service Uniform or CAP equivalent.

February 18-20

Cadet Programs Conference @ Camp San Luis Obispo, CA.

February 21

First half: "Leadership Reaction Course" Class for both flights. Second half: "Grade vs. Rank" Class and "Flight Simulator" for Alpha and Bravo Flights, respectively. BDU or CAP equivalent.

February 25

Activity: "Flight Simulator". Wear civilian clothes. **BRING YOUR OWN FOOD!** Route questions about time and any possible changes through your **CHAIN OF COMMAND.**

February 28

Activity: SQUADRON BANQUET @ Hillsdale Evangelical Free Church. Uniform is Service Dress Uniform or Service Uniform or CAP Blazer or Aviator Uniform. POC for this event is Maj Johanna J. Montgomery. **NOTE: CADET ATTENDANCE WILL BE RECORDED FOR THIS SQUADRON ACTIVITY, PER SQUADRON POLICY.**

March 2, 2006

SENIOR MEMBER STAFF MEETING: 7:00 p.m. - 8:30 p.m. Civilian clothes.

March 7, 2006:

First half: Drill, both flights. Second half: Flight time for both flights. Service Uniform or CAP equivalent.

March 14, 2006:

First half: AE - "Model Airplanes" for both flights. Second half: "ES" Class for both flights. Service Uniform or CAP equivalent.

March 18, 2006:

Activity: "Flight Simulator". Wear civilian clothes. **BRING YOUR OWN FOOD!** Route questions about time and any possible changes through your **CHAIN OF COMMAND.**

March 21, 2006:

First half: "CPFT" Both Flights. Second half: "CAP Opportunities" Class for Alpha Flight, AE "Flight Simulator" for Bravo Flight. Workout attire AND BDU or CAP equivalent for second half. **NO CPFT IN BDUs!**

March 28, 2006:

First half: Moral Leadership, both flights. Second half: "Test" Class and "Discipline" Class for Alpha and Bravo Flights, respectively. BDU or CAP equivalent.

CHEVRONS AND EAGLES AND BARS: OH MY

By Maj Michael "Monty" Montgomery, CAP
Commander, Squadron 36



One of two primary ways we in CAP receive a "pat on the back" is through grade: all those stripes, bars, leaves, and stars we see people wearing. Whether somebody earns their first stripe as a cadet or their first bar as a senior member, grade is a method we have in CAP that says, "great work, enjoy this 'atta-boy/girl.'" Is grade only a form of "kudos?" I don't think so and here's why.

From my experience over the course of eight years in CAP, there are generally two vocal lines of thinking with respect to grade and a silent third line of thinking. The first of the vocal group are those that tend to use it as a matter of status (i.e., "I'm a Lieutenant and you better remember it...I'm better than you...you better use the term 'Lieutenant' in everything you do that refers to me.") Then there are those that tend to openly dismiss grade (i.e., "whatever, who cares if I'm a Cadet Staff Sergeant...call me Jim Bob.") Then there's a silent majority of people in CAP that seem to go with the flow and while they seem to advance in CAP grade as if they really want those insignia, they don't make much of a vocal fuss about it.

One of the pitfalls we bump into here in CAP is when our folks seem to graft the exact same sentiment that folks in the Armed Forces have with respect to grade into Civil Air Patrol. The Armed Forces use grade to indicate several aspects that do not always apply to us in CAP. Some of the aspects that differ across the board between the Air Force's use of grade and CAP's use of grade include (but aren't limited to) how much money a person earns, the amount of legal authority a person holds over mission, people and property, a person's position within the Air Force, and the faith that a person's superiors have placed in him or her through formal promotion boards and yearly evaluations.

So if we don't have the "oomph" behind our grade like the Armed Forces have, then what's the point of our having Majors, Cadet Staff Sergeants, and the like? CAP grade is a visible symbol of a person's training in Civil Air Patrol and a person's future potential in CAP: translate that as a superior's trust in a person to use their training for bigger and better things in the future.

When you see a CAP senior member Lieutenant Colonel, you can rest assured that he or she has completed Region Staff College (RSC) or something that is an equivalent course to RSC and has the tools to do things for CAP that exceeds what a member could do as a Captain. Likewise, when you see a Cadet Second Lieutenant, you can bet that he or she has earned their Mitchell Award and has attained a level of training that would help him or her operate far differently than a Cadet Airman First Class. Unless a person brain dumps their training or has been "pencil-whipped" through the program, promotion really does show CAP's confidence in a person's future abilities: not simply a pat on the back for things done in the past. Remember: promotions = a person's future potential while awards and decorations (medals, for example) = rewards for specific things a member has already accomplished. With that understood, one might be curious about whether it is ever ethically okay to seek promotions in CAP.

I submit to you that it is not unethical or immoral for a cadet to openly say, "I want to be a Cadet Captain" or a senior member to say, "I want to be a Major." In these two cases, the members have a certain level of training that has a grade associated with it (the Eaker Award and the Loening Award, respectively.) The training it takes to earn these grades can be applied to the CAP program and any superior that doesn't want to see his or her people using new, better skills isn't much of a superior. However, when folks "gun" for CAP grades for the simple notion of being afforded status – especially after completing the training and then brain dumping it – then we run into huge problems that can affect good order, morale, and discipline. (continued on page 6)

Not sure how to access and update your ES information? Best learn how...keeping your information current is YOUR responsibility!

Step1: Go to www.capnhq.gov

Step 2A: If you are NEW, click the "First time e-services" link, follow the instructions, and then return to Step 1.

Step 2B: If you are not new, enter your CAPID and your password.

Step 3: On the left-hand side, look down the list and find "Personal ES SQTR Entry." Click that link.

Step 4: The first pull-down box should be selected to say "OPS-Emergency Services"

Step 5: The second pull-down box should be selected to match your SQTR (i.e., "UDF, etc.)

Step 6: The third line should ask you for your trainer's CAPID. Get that info from your SQTR and type that into the white box.

Step 7: The fourth line should ask you for a mission number. If you got a task completed during a SAREX, put the SAREX's mission number in the white box...otherwise, leave it blank.

Step 8: The fifth line should ask you for the date you completed the task you wish to enter. Type the date in "mm/dd/yyyy" format (i.e., 05/26/1977.)

Step 9: Click "Display Tasks"

Step 10: From there, go down the list and check the appropriate box(es) besides the task you completed.

Step 11: Select "Submit Tasks" when done.

Not sure how to access your online CAP information? Best learn how...keeping your information current is YOUR responsibility!

Step 1: Go to www.capnhq.gov

Step 2A: If you are NEW, click the "First time e-services" link, follow the instructions, and then return to Step 1.

Step 2B: If you are not new, enter your CAPID and your password.

Step 3: On the left-hand side, look down the list and find "interactive personnel system." Click that link.

Step 4: Enter your first and last name or simply hit "search."

Step 5: Look for the sentence in red that says, "if you would like to change info, click here." Click that link.

Step 6: The first section is "Personal Information." Click that link.

Step 7: Fill in as much as you can – PARTICULARLY your height, weight, eye color, hair color, etc. (Don't worry, folks can't read your weight BUT it is required for 101 cards, so simply do so.)

Step 8: Click "finished"

(continued from page 5)

We've all seen folks that go out of their way to never let a person forget what rank they are. Those sorts of folks have forgotten the point behind grade in CAP: the training that grade represents and the person's potential to use training for the betterment of CAP. We've also seen folks that go out of their way to dismiss grade because it's too military sounding. Those sorts of folks have also lessened the point behind grade in CAP: the training that coincides with grade and the inability for such training to be applied to the CAP program.

Whether you are a cadet or a senior member, I challenge you to openly and actively strive for the training you can attain in CAP. If training to become a better leader, citizen, or a CAP pilot, or perhaps even a CAP historian, as well as desiring to be example to others is your primary focus, then your superiors will happily promote you and expect you to "deliver the goods." If your desire for promotion is the result of a need to develop your own self-esteem or a way to somehow have people respect what you did in the past, then you have surely missed the point of promotions in the Civil Air Patrol all together and your superiors at Squadron 36 will grant you extra time to use your training instead of developing an ego. And of course, if you are the sort that prefers to dismiss CAP's grades, then reconsider what such dismissals say to others about the importance of training and the fact that you are choosing to deny CAP your future potential to our three missions for America.

I often kid with people that we are more than a "two-point-five hour per week, USAF dress up night" program. Seek training, don't forget what you learn, and expect that the grade you have is the mark of confidence that CAP places in your potential to influence the lives of others. 🙏

THIS IS YOUR NEWSLETTER

THIS NEWSLETTER IS WRITTEN FOR THE CADETS, SENIORS AND PARENTS OF SQUADRON 36.

IT IS OUR GOAL TO PROVIDE YOU WITH INFORMATIVE, INTERESTING AND RELEVANT ARTICLES AND TO KEEP YOU UP TO DATE WITH THE ACTIVITIES AND ACCOMPLISHMENTS OF OUR SQUADRON. IN ORDER TO KEEP UP THIS TRADITION WE ASK EACH OF YOU TO CONSIDER BEING A PART OF THIS ENDEAVOR BY SUBMITTING AN ARTICLE. IF YOU DO NOT WANT TO WRITE AN ARTICLE, BUT HAVE AN IDEA THAT YOU THINK WOULD BE INTERESTING, PLEASE SUGGEST IT.

ANYONE INTERESTED IN SUBMITTING AN ARTICLE OR IDEA FOR INCLUSION IN THE NEWSLETTER IS WELCOME TO SEND THE ARTICLE IN AN EMAIL TO:

JSENA@MINDSPRING.COM

CADETS, YOU CAN ALSO SUBMIT YOUR IDEAS AND ARTICLES TO C/A1 C HERBERT.



NEWS FROM THE AIR FORCE

High-speed air vehicles designed for rapid global reach

by Michael P. Kleiman

Air Force Research Laboratory Space Vehicles Directorate Public Affairs
(Courtesy of Air Force Materiel Command News Service)

For an aircraft to achieve hypersonic speeds, ranging from 6,000 to 15,000 mph (Mach 9 to Mach 22), and reach altitudes between 100,000 to 150,000 feet, it needs an airframe structure designed to survive intense heat and pressure.

Such technology is in development by scientists and engineers with the Falcon hypersonic technology vehicle, or HTV, program.

Started in 2003, the joint Air Force and Defense Advanced Research Projects Agency endeavor consists of two objectives: to develop hypersonic technology for a glided or powered system and advance small, low-cost and responsive launch vehicles

"We have made great progress and are on track for the first glided hypersonic test vehicle flight in 2007," said Russ Partch, the Falcon HTV-1 manager. "It will enable a revolutionary capability to quickly respond to events anywhere around the world."

Planned for a less than one-hour flight in September 2007, the Falcon HTV-1 is set to complete its inaugural voyage over the Pacific Ocean. Attaining Mach 19, the vehicle will briefly exit the Earth's atmosphere and re-enter flying between 19 and 28 miles above the planet's surface. Demonstrating hypersonic glide technology and setting the stage for HTV-2 represent the primary focus of the lower risk, lower performance initial flight.

"This is a very unique vehicle. During the early part of the flight, it acts like a spacecraft. In the middle phase, it re-enters the atmosphere like the space shuttle, and in the latter stage, it flies like an aircraft," Mr. Partch said. "It is an interesting mix of challenges and technologies."

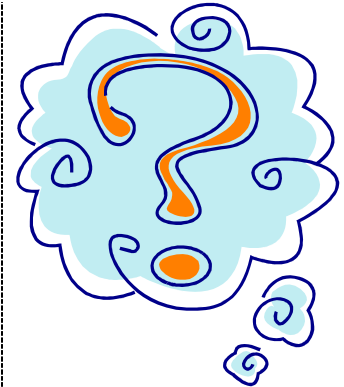
For the second demonstration, scheduled for 2008 or 2009, the Falcon HTV-2 will feature a different structural design, enhanced controllability and higher risk performance factors during its high-speed journey. Like its predecessor, the system will reach Mach 22 and then finish its one-hour plus mission over the Pacific Ocean.

On the other hand, the third and final Falcon HTV, slated for 2009, will be a departure from the previous demonstrations. The reusable hypersonic glider will lift off from NASA's Wallops Flight Facility at Wallops Island, Va., and then more than an hour later, be recovered in the Atlantic Ocean.

In addition, the HTV-3, flying at Mach 10, will be designed to achieve high aerodynamic efficiency and to validate external heat barrier panels that will be reusable.

"We are now starting to build the HTV-1's critical flight hardware components," Mr. Partch said. "The entire test vehicle will be integrated at the Lockheed Martin Corporation's facility in Valley Forge, Pennsylvania."

With its initial flight vehicle project progressing rapidly, the Falcon HTV program is poised to meet the challenges of achieving unprecedented hypersonic technology validation in flight and demonstrating operationally responsive space lift. The results of these three experimental flights will have a significant impact in the development of future military delivery platforms and launch systems. 🚀



Okay all you cadets...
Get your thinking caps on
and answer these questions...

1. Who is the "father" of CAP?
2. What are CAP's missions?
3. What are the four rest positions?
4. What is the new patch that must be worn on your BDUs?
5. Who was the first C/CMSgt in Sq 36?

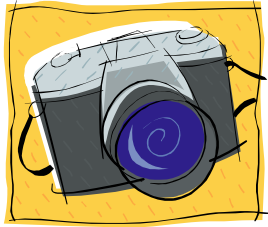
If you know the answers,
email them to:

jsena@mindspring.com

A winner will be selected
from the correct entries...
and yes, there will be a
prize!

Be sure to include your name
with your entry.

Call for Pictures



DO YOU HAVE ANY PICTURES TAKEN IN 2005 AT CAP ACTIVITIES?

WE ARE CURRENTLY WORKING ON CREATING A SQUADRON 36 YEARBOOK FOR 2005. TO MAKE THIS A SUCCESS WE NEED PICTURES.

PLEASE BRING YOUR PICTURES TO LT COL SENA AT TUESDAY'S MEETINGS.

INCLUDE A DESCRIPTION OF THE ACTIVITY, THE DATE IF POSSIBLE, AND THE PEOPLE INVOLVED.

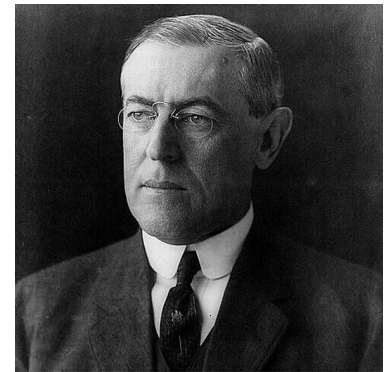
ALL PICTURES WILL BE RETURNED TO YOU AFTER WE SCAN THEM.

WE GRATEFULLY APPRECIATED ALL PICTURES SUBMITTED, BUT CANNOT GUARANTEE THAT ALL PICTURES WILL BE USED.



President Wilson: Maverick militant progressive of the 20th century.

C/A1C Michael Campos
Bravo Flight member



For Presidents Week I decided to write about Woodrow Wilson because he was a great president who thought about the people in a time of corruption. President Woodrow Wilson, the 27th president of the U.S. was the second democratic president since 1861 and the first president from the South since Zachary Taylor. He believed that the people could run a nation if they are properly informed.

(Thomas) Woodrow Wilson was born in Virginia in 1856 and was the son of a Presbyterian minister. Just before the Civil War broke out he and his family moved to Augusta, Georgia where Wilson spent most of his childhood. He claimed that his earliest memory was Lincoln getting elected and that a war was coming. His family supported the Confederate cause and his parents cared for the wounded at their church. When the war was over, Wilson's parents took him to see Jefferson Davis paraded in handcuffs by Union soldiers and he remembered that for the rest of his life.

In 1879 he graduated from Princeton University and went on to study law at the University of Virginia for one year and got his Ph.D. in political science from John Hopkins University in 1886. In 1902 he became President of Princeton University and in 1910 the New Jersey political bosses nominated him for governor. The bosses expected to control him but instead he led a reform campaign and when he became the governor he turned New Jersey into a more liberal state. In 1912 he was nominated for President by the Democratic Party.

In the campaign of 1912 he ran against President Taft from the Republican Party and Theodore Roosevelt in the Progressive party. He won the election because the Republican Party split up, causing the votes to divide between Taft and Roosevelt. One of the first things he did when he arrived in the White House was to attack what he called "The triple wall of privilege." This wall of privilege consisted of tariffs, which were the duties imposed on imported and exported goods; trusts, which were companies that reduced competition and controlled prices, and banks. He destroyed the trusts by signing the Clayton Anti-trust Act, and created the Federal Reserve Act to control the power of the banks. He also bought the Virgin Islands from Denmark and promised the Philippines its independence when it established a stable government. Wilson's most important task was the Great War in Europe.

In 1914, war in Europe broke out and the Allies desperately wanted the Americans to join them to break the stalemate. President Wilson refused to intervene and he built his campaign on the promise to keep America out of the war. International pressure forced him to ask Congress to declare war and in 1917, troops were sent to France. During the war almost 53,000 Americans died defeating the Central Powers. During the peace talks in post-war Europe, Wilson proposed a plan, known as his 14 Points, that would balance the world powers and ensure that war would never happen again. However, the victorious Allies refused to implement his plan because they felt that the Germans should be punished forever. The Allies took away the German colonies, split up Germany and ordered the German government to pay for the damages done to Europe. All that Wilson asked for was to establish the League of Nations but even the League of Nations was a failure.

After his term ended, Wilson and his wife retired to a home in Embassy Row where Woodrow Wilson died on February 3, 1924. President Wilson was an idealist who wanted peace in the world but was defeated by the world leaders. He showed what an educated man with good morals can be to the world. 🌐